

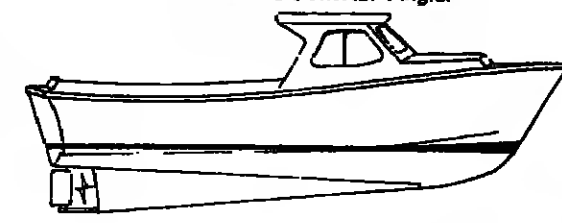
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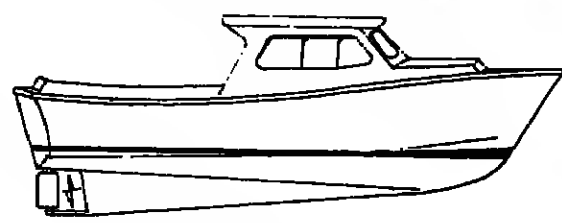
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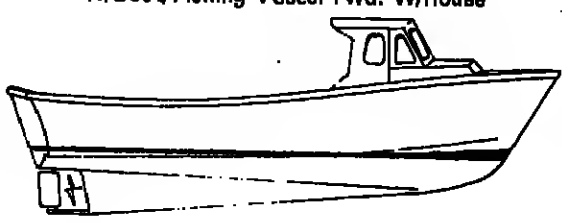
Fast Fishermen/Chart Angler



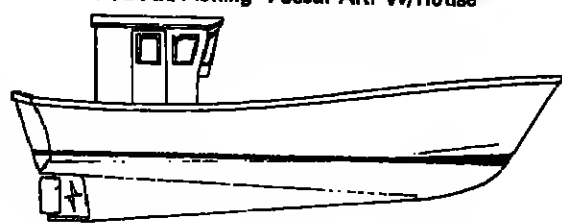
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W/Boat/Fishing Vessel Aft. W/House



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Community fast losing goodwill

A COMMUNITY fisheries policy is nearer than most people think. But first Britain has to unhook itself from the 50-mile limit which has become a virility symbol, according to John Corrie, MP for Bute and North Ayrshire and member of European Parliament. He was speaking at a meeting in Arran last Friday.

"The 50-mile limit has become a box from which there is no escape," said Mr. Corrie. "A line on a map of little importance in itself. What is important is that the British fishing industry is seen to be getting a fair share of the fish with total control of conservation measures on a non-discriminatory basis."

Mr. Corrie believes that, until stocks are built-up, no



John Corrie: "50-mile limit has become a box from which there is no escape."

policy can be successful. To do this the full co-operation of all the EEC countries is needed.

"The new idea of a four-

hour steamer trip from home ports virtually give a coastal zone to the fishing fleets. This surely means concessions all around," said Mr. Corrie.

"Unilateral action by one country would be pointless because all nations would have to be on a totally non-discriminatory basis."

"It is becoming more and more urgent that an agreement is reached. Third countries such as Norway are tired of waiting for reciprocal arrangements and the Community is fast losing goodwill there," he said.

"As Sir Geoffrey Rippon said in 1971, the essence of Community practice has always been to recognise the national interests of the country which it is composed for otherwise the work of the community would be rendered impossible and it would fall apart."

"Now it is up to the Community in these new circumstances to find a strong and lasting Community fisheries policy."

The former North Carr Lightship is now berthed near the Fisheries Museum at Anstruther East Pier in Fife. It has been proposed that she be moored in the inner harbour but this has resulted in a storm of protests from residents on the sea front.

Victory hat-trick

THE 88ft. Grimsby trawler Victory landed 261 ten stone kits grossing £7,345 last week — a record for inshore vessels of her class.

Using a Cosalt 100ft. Concord trawl, Victory has now broken the record three times

out of four trips. This is a tremendous performance.

Another Grimsby vessel, the 61ft. Yolande Anne, also broke her own class record. She caught 179-ton stone kits in ten days to gross £5,123. She also uses a Cosalt trawl.

Search and rescue — we have the aircraft...

SIR, following Les Sheridan's letter (Fishing News, March 10), it is as well to point out that the four Nimrod aircraft were allocated to fishery patrol service from January 1, 1977, on the basis of 45 hours per week solely to identify and report foreign vessels fishing within the United Kingdom 200-mile fishing limits; these averaged 211 throughout 1977.

The Nimrod does not at present record or report British vessels; nor is their routine work intended for air-sea rescue purposes though, obviously, it will help once all fishing vessels are kept under surveillance and plotted in MAFF's operations room in London and, presumably, DAFS equivalent in Edinburgh.

Search and rescue (SAR) is the responsibility of HM Coastguard and, ideally, all vessels operating in or transiting our 200-mile zone should be kept under surveillance and plotted. But this would require considerably more extensive air patrols and the integration of all the various requirements for offshore policing.

With modern equipment tailored for the task, this could be done fairly easily and economically. It could embrace not only fishery protection and SAR but also pollution

monitoring, dumping and dredging operations, traffic control and most other activities offshore and along our coasts.

Nimrods are fine in their military roles, and are giving excellent area coverage for the present tasks in fishery protection, even if one may question how economic this is from the purely fishery point of view. Shackleton might well be better if SAR was a primary role, but these apparently no longer have a military role nor, therefore, trained RAF aircrews.

However for detailed surveillance and search, particularly in heavy weather, and for spotting and identification of wreckage, debris and flot-asm, other aircraft are to be preferred.

This work requires slow, steady speed at low altitudes in bad conditions, and relatively light aircraft such as the Maritime Defender, Coastguarder, Ona or two other aircraft are also suitable in size; Sea Devons are already being used in some areas, but presumably not in bad conditions.

Althaps would be particularly suitable, since they can

cruise at very low speeds and when necessary hover; they are also extremely economical.

A new British prototype to take the air later this month, and it is to be hoped that it will be considered for the offshore role. Helicopters are, of course, important for life-saving, but not for wide-area and sustained searches for offshore.

Coupled with aerial surveillance, it is obvious that fishing vessels, and for that matter other small ships, should always report their

LETTERS

positions daily to the nearest Coastguard station — it is more often when conditions are bad.

Probably this should become a statutory requirement at least for British and all fishing vessels. It is not unreasonable, and reporting particularly once it only to minimise the anxiety of loved ones at home.

Accidents at sea happen all too long delays in them should be to make reaction immediate and well provided of course this does not lead to too many false alarms to blunt the sense of urgency.

M. B. Franken, Aquanauts International, 29 Clara Lawn Ave, London SW14

Put forward better plan

SIR, It is easy to criticise our proposal for fixed fishing days as in Ian Cartwright's letter (Fishing News, March 3, 1978) but I note he did not offer a solution.

Your correspondent seems to have forgotten that the EEC will be fishing from coast to coast within a few years. Does he realise that while the EEC consists of nine countries at present, Spain, Portugal, Turkey and Greece are also applying for membership?

If this is granted, our fish will then be divided by 13 — and 13 is unlucky for some.

Our Confederation does not want Britain to be the unlucky 13th but, if we are, we the confederates will still be in business selling fish, but it will have to

SHAW AWAY

THE Department of Trade Rescue ship, the 1977 is to be awarded jointly to the members of the Shetland District Coastguard and the crew of a British Airways helicopter.

They are to be awarded the Shetland for the rescue of a crew of the Aberdeen trawler Elinor Viking off the northern Voe Skerries, Shetland, on December 1, 1977.

Elinor Viking was held up by the Voe Skerries severe weather. The lifeboat was launched within minutes of the request by Coastguards at Lerwick.

On arrival at the scene, the helicopter was unable to get along Elinor Viking because of a swell of the water and this time, she was half-drowned and both her lifeboats had been swept away.

Meanwhile, Coastguard had asked British Airways Helicopters at Sumburgh for assistance.

A helicopter took off within minutes, reaching the scene of the wreck as Elinor Viking was breaking up.

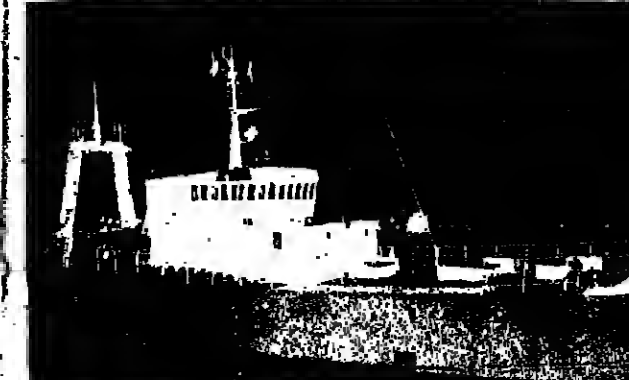
After several attempts at unloading, conditions of darkness, all eight crew were winched aboard the helicopter — the winchman narrowly escaping serious injury when he was hit by the wind against the mast of the ship.

The ship will be presented at Lerwick on March 28.

March 17, 1978



Sancy (above) and Trezian (below) both made their first landings at Fleetwood last week. Trezian topped £32,000.



'Halifax' fogged

A GRIMSBY stern trawler ran aground on the Lincolnshire coast in fog last Saturday and was missing for several hours before a land and sea search finally found her.

She was apparently undamaged and dry without incident unaltered on the next high tide.

The 21-year-old Boston Halifax, Grimsby's only stern trawler, was returning to the Humber after being dry-docked at Yarmouth when the incident took place.

Noise of the transit

positions daily to the nearest Coastguard station — it is more often when conditions are bad.

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MORE FRENCH SHIPS TAKE UP THE SLACK

FLEETWOOD market was dominated last week by the French stern trawlers Sancy and Trezian which landed at the port for the first time.

The Concarneau-registered Sancy landed 1,618 to gross £32,273. The catch included 80 kits of cod, more than 350 of haddock, 800 of coley, 10

of roker, and a mixed bag of megrim, mackerel, ling, gurnards, squid and reds.

There were different fortunes for Trezian. Her total of 1,480 kits sold for a disappointing £26,761, although the catch included 75 of cod, 400 of haddock, more than 300 of whiting, 450 of coley and small quantities of megrim, mackerel, reds, roker and dogs.

On the same day as Trezian landed, the Fleetwood trawler Boston Explorer (Sk. Bill Anderson) also met an indifferent market for her catch of 924 kits — 180 kits of cod, 350 of haddock, 270 of coley and 10 of dogs — which sold for only £15,542.

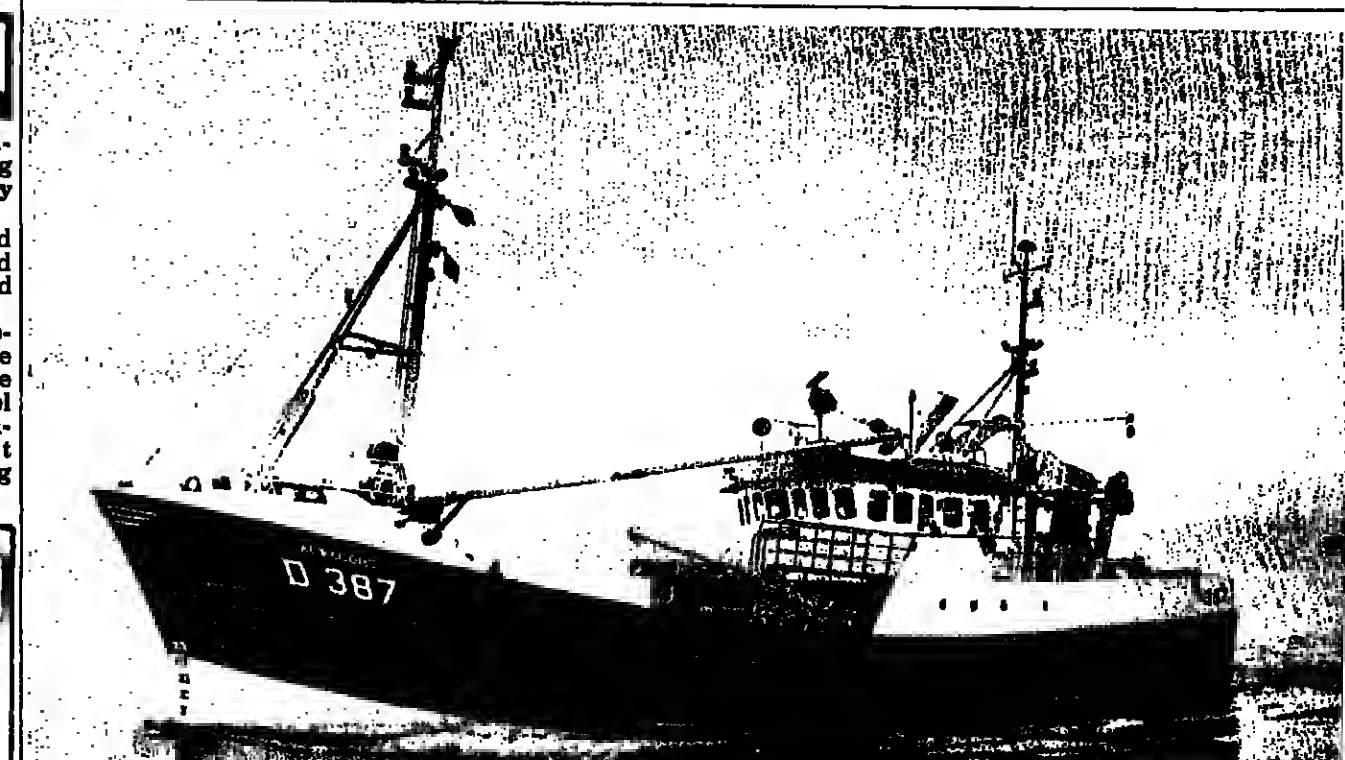
An Irish beam trawler again dominated near water landings. Morrie Jacob was

successful in her hunt for soles and landed more than 30 kits of the variety in her total of 62 kits which sold for £7,461.

Closest Fleetwood near water ship in the grossings league was the side trawler Replenish (Skipper M. Oldman). She landed 237 kits, including more than 40 of cod, 10 of haddock, 70 of coley and 20 of roker, for £7,298.

This time of the year is usually noted for a big cod fishery in the Carlingford area off the coast of Ireland but, up until last week, there were no reports of any ships finding big quantities in the area.

Nearer to the port, inshore vessels have found only meagre catches — and meagre prices — for most varieties.



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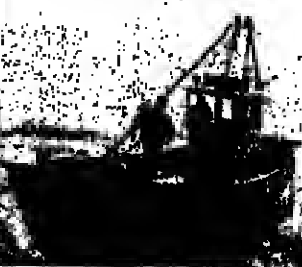


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Smooth run in for

THREATS of action by local
trawlermen to impede the
first landing by an Icelandic
vessel at Hull for a year fizzled
out last week. It was a
smooth run in for the trawler
Valpor last Friday after the
port's bidders had decided to
lift their ban on wetfish.

Valpor made £28,276 for 1,048
kits.
The vessel's turnout included
642-kits of cod, which averaged
£27.37 per kit, and 49 kits of hed-
dock which made an average
price of £31.02 per kit.

The port also had overland
arrivals the same day of about
2,100 boxes of fish from British
ports.

Valpor, commanded by Skipper
Nimi Johannsson and manned by
a crew of seven, sailed again on

Sunday morning for Iceland.

She was followed in on Monday
by the 385-ton Dagny, skippered
by Christin Hogvoldsson with a
crew of 15, and was the only
vessel landing for the port's Mon-
day market.

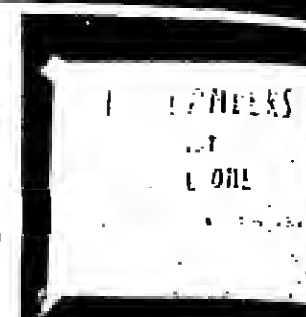
She grossed £84,756 for 1,791
kits. Average prices per 10 st. kit
were £30.25 for cod and £36.40
for 187-kits of haddock.

Hull also had an overland
supply of 3,000 boxes on Monday.

A third Icelandic landing — due
in on Wednesday this week —
was cancelled because the vessel
did not have enough fish.

Hull is still the only port open
to the Icelanders. Porters at
Grimsby and Fleetwood are
holding fast on the ban.

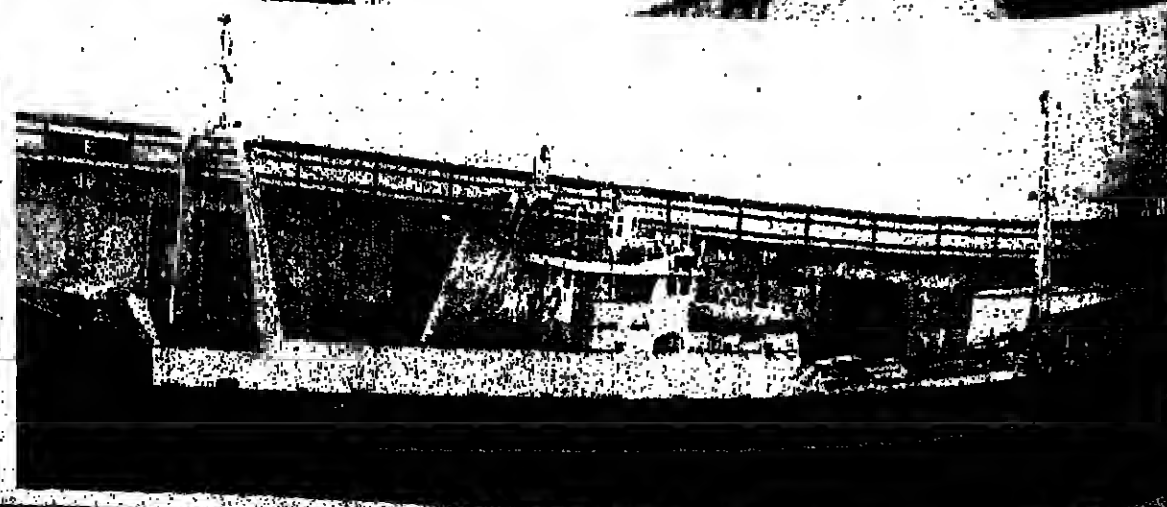
The return of Icelandic ships
bringing wet fish to Hull has up-
set the local trawler officer's



The landlord of the Wessend
Hull, a well-known fisherman,
operated his own 200-mile
week — on the Icelanders.

guild. In Fishing News last
week's report, a resumption
of those landings was a big
gelling local ships back
again.

Right: looking
down to watch
the first land
wet fish at
Hull. More work
the way, as
Left: Valpor
to unload 1,233
kits of cod and
£28,276 for 1,048
kits. Friday last
Bulwer: per
Valpor's 1,048
kits of cod and
£28,276.



Icelandic fish



Big crab hopes off Orkney

DR. ERIC EDWARDS pressed Orkney
fishermen to take a greater interest in crab
when he spoke at the Academy Hall, Stromness,
last Friday.

Giving a lecture in the
Buckland Foundation's Melloch, acted as joint chair-
men with Dr. James Mason
of the Marina Laboratory,
Dr. Edwards said: "From oil
accounts, stocks of crabs
around the Orkneys are
extensive and landings in the
last five years have rapidly
increased."

"A major fishery for crabs
could be developed in the
Orkneys and a valuable ex-
port trade could be estab-
lished with several EEC
countries where there is a good
demand for crab meat."

The meeting was organised
under the auspices of the
Orkney Fishermen's Society



Dr. Eric Edwards.

WILLIAM STORR DIES, 75

A MEMBER of one of the
best-known fishing
families on the north-east
coast, William Robert
Storr (75) of Whitby, had
died suddenly.

He and his son, Raymond,
had Lead Us built at Whitby
Shipyard and fished her from
Whitby.

Subsequently they had
another Lead Us built at
Whitby and Will Storr served
in her until he retired in 1968.

Before the last war Mr.
Storr's son, J. R. Storr,
bought Pilot Me — the first of
the Whitby fleet to have a
diesel engine. His son, Will,
went with him as engineer.

Mr. Storr is survived by his
wife, two sons and two
daughters.

'Sea Eagle' is on top

MILFORD HAVEN
vessels had high returns
last week thanks to good
markets for some
varieties.

First to land was Rosevear,
commanded by Skipper Jim
Manson, which returned to
port with 135 kits (including
25 kits of cod, 25 of whiting,
40 of roker, five of turbot and
brill, three of plaice and two
of soles) which sold for
£5,274.

Top ship was Picton Sea
Eagle, commanded by
Skipper Robert Foster, which

had 172 kits for a grossing of
£5,766.

On the same day Georgio
Wilson, with Skipper Tom
Smith in command, made
£4,356 from 135 kits. Fifty
kits of cod, 35 of whiting, 109
of roker, 10 of turbot and
brill, 15 of plaice and five of
soles were the vessels' main
varieties.

UK SUPPLIERS' MOVE TO AID FISHING INDUSTRY

A streamlined service for the commercial fishing
industry is the principal aim of those companies
who have joined together to form the Fishing
Division of the British Marine Equipment Council.

They are major manufacturers in the British fishing equipment industry, which has built up its
skills and knowledge over many years of supplying a large and diversified home fishing fleet.
The purpose of the new Fishing Division is to meet the specific needs of all those involved in the
specification, purchase and use of equipment and services in the commercial fishing field. Its
services in this connection are quite free, worldwide, and can be applied as effectively for a
single vessel as for a complete fishing fleet.

Ways in which BMEC's Fishing Division can be used include:

- * as a single contact point for reaching British equipment manufacturers
- * as a source of company and product information
- * as a means of obtaining effective cost comparisons and product evaluation
- * as a co-ordinator and contractor for the purchase of complete packages of equipment
- * as a consultant on fishing fleet development and equipment application

For details on Membership of BMEC's
Fishing Division, and its services to users,
write or phone:
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111/112 Whitechapel High Street
London E1 7PT, England
Tel: 01-247 7566 Telex 886593
Contact: Fishing Division Secretary

British fishing equipment and services

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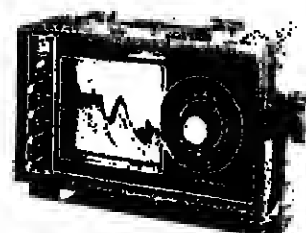
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Henry Brown & Son Ltd
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Iceland - here we come!

Taking its products direct to the
customer is one of the BMEC
Fishing Division's policies.
Iceland, with its tremendous
potential for fishing and related
equipment, is its first target. A
BMEC Forum presentation —
combining mini-exhibition with
technical conference — will be
staged in October 1978 in Reyk-
javik (a similar event is planned
here). This will demonstrate what
the British industry has to offer.
Last bookings are now being
taken by BMEC from British
manufacturers wishing to par-
ticipate.



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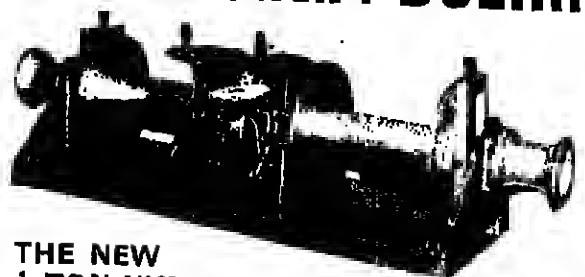
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"Fish mostly caught around here are cod, haddock and sea bream; herring and mackerel; thornback ray and dab; dogfish; lobsters and crabs.

"How can I best catch them single-handed and where do I get the gear?"
■ You can catch cod, haddock, saithe, thornback ray and dogfish with handlines and long lines, so it would pay you to equip yourself for line fishing.

You can also catch these fish with trammel nets and I advise you to acquire several 15 fathom trammels for use in suitable conditions, and also in case it is sometimes difficult to obtain sufficient bait for your lines.

You can catch mackerel with lines or with drift nets. If you buy lines for cod fishing, it makes sense to be prepared to use them for mackerel fishing also, with feathered traces attached.

As herring will only be caught with drift nets, I suggest you get a few drift nets with a mesh size suitable for gilling mackerel or herring.

Having bought lines etc., trammels and drift nets, and with creels still to buy, you might think you have spent enough on gear for a start. But investment in a small beam trawl for catching roker and dabs might pay dividends.

There is, however, only limited space in a 27 ft. boat for carrying gear and it might be more practical to use your trammels for catching them.

Although a few lobsters may be caught in your trammels occasionally, regular commercial catches can only be made in pots or creels.

Unless your boat has a power hauler, I suggest you buy a well-proven local make, weighing not more than about 21 lb.

A good line for handling, trolling or longlining is Bridport-Gundry's hard laid spun nylon line.

Supplied in lengths of 100 metres (80 fm.), it comes in three sizes: 2, 3, and 4 mm diameter with breaking strains of 81, 190 and 250 kg. It is obtainable with all sizes of Mustad hooks, smoods and floats from the company's Scottish Division at N. 5 Bond, Regent Road, Aberdeen.

Traces with up to a dozen feathered hooks for cod or mackerel are obtainable from D. N. Tait, 54 High Street, Fraserburgh. Rubber sails and ripping gear for catching cod are available from the Bucas Supply Stores, Broad Street, Peterhead.

Trammel nets 30 or 15 fm. long by 15 ft. deep, made from nylon and polythene twines, are obtainable from

John Burgess' Log



Bridport-Gundry; so are drift nets.

A mesh size of 25-29 rows per yard is generally accepted as being most suitable for gilling mackerel and 28-35 for gilling large herring. 29 rows per yard nets could serve a dual role and save you buying nets of different mesh sizes.

When deciding which pots or creels to use first, you'll have to decide whether traps with parlours or without will prove more profitable. The answer is to acquire some of each and find out for yourself.

You avoid expensive carriage by buying local traps, which are obtainable from J. & D. Roper, Trilodan, Pimora, Girvan, Ayrshire, and G. P. Services, Cairnmore House, Port Ellen, Isle of Jura.

J. & D. Roper supply creels made with cane bows and cross sticks on a wooden base. It measures 28 x 18 x 15 in. and weighs 9 lb. without ballast. Covered with polythene netting, it has two soft entrances made of polythene twine with a bait string between them.

G. P. Services supply parlour pots made of steel, coated with bitumen. It is designed for fast hauling, to withstand rough usage, to sink to any depth quickly without ballast and to stack easily.

It has a 9 in. plastic entrance to the catch parlour and a 6 x 6 in. gated entrance to the holding parlour. Intended originally for use in sea area Melin, it is known as the Melin pot.

Dangerous coamings!

AN EXPERIENCED fisherman said that the recent foundering of some vessels may have been caused because the coamings around their fish room hatches were not high enough.

He said that whereas coamings in older vessels were as high as the bulwarks and sometimes even higher, there was now a tendency to build them much lower. And he thought this a dangerous practice.

This is good advice to note when completing a GRP hull. Even small inshore boats are sometimes built with stern chutes nowadays — with perhaps a door that can be fitted across the top to pre-

vent following seas flooding the deck when running.

At such times, however, hatch covers would be on and there would be little danger of a weight of water getting below.

The risks occur when your attention is needed in an emergency.

It is then that normal precautions may be forgotten and water can pour through an open hatch with low coamings.

Gear to fish a wreck

"WE INTEND to go wreck fishing in a 33 ft. GRP boat off the north coast of Cornwall.

"Which would be the best type of echo sounder to install?"

"Also, which nets are best to use and how do we work them?"

■ Unless your hunt is to be fitted with a Decca Navigator or an efficient radio direction finder, locating wrecks will take a long time using an echo sounder.

After the war, Kelvin Hughes could not locate wrecks in the English Channel with any of its echo sounders, without taking a long time.

Consequently, it developed its Sida Sonar or Transit sonar. And that is why Danish fishermen from Hvide Sande, who developed the art of wreck fishing, invariably had Sida or Transit sonars installed in their cutters.

Danish wreck fishermen use sonar to locate a wreck and discover whether fish are around it.

If fish are present they set between five and twenty nets in small floats either side of the wreck and sometimes directly over it. The direction in which they are set is determined by the tidal current.

The Danes use their sonars to measure precise distances from the wreck when shooting, and later to estimate how many fish are in the nets before hauling.

A Sida or Transit sonar would probably prove the most cost-effective instrument of all but capital outlay and space in your wheelhouse might deter you from installing one.

You would have space for a Sida or Transit, next most desirable instrument for locating wrecks in fairly shallow water.

Yet its cost and the fact

that it will must be considered through the boat's bottom to house the instrument training shaft. It is also a danger to the boat's hull.

More suitable equipment is a Ferragroup G500 sonar modified by Elliot Instruments for use with a tilt/trawl unit. It is known as the G500 F-2 sonar and is a tilt/trawl unit with a tilt/trawl unit from Elliot Instruments Ltd, Station Industrial Estate, South Woodham, Essex.

Scale of the G500 F-2 recorder is expanded to 80 ft. instead of 120 ft. and the major, 120 ft. range, is enlarged to 200 ft. between boat and seabed. You are working in 10 ft. water or less.

To obtain this larger picture, transmission and speed are increased at special, high definition gear is used. You have a choice of four paper speeds and five ranges.

There is also a work range. When it is used, data from targets at any depth up to 520 ft. will be recorded. The gain control is suitably adjusted.

The tilt/trawl unit is a device you can clamp to a gunwale of the boat. It measures 56 x 14 in. and is built of titanium. It is a negligible resistance to water flow.

A 9 in. joystick enables the transducer to be tilted to trained with ease, and some clamps and graduated dials enable it to be fixed so that sound beams can be transmitted repeatedly at an angle, in any direction.

To connect it to an F-2 recorder, you simply plug a single lead into the top of the unit.

I have located wrecks in underwater obstructions with a G500 F-2 sonar and a tilt/trawl unit but I have not had the chance to try the Wesmar sonar — a device which projects echos of fish and other targets on a cathode ray tube screen.

You may be able to locate wrecks with this type of sonar, using one of Wesmar's smaller units. Seebores Electronics Ltd, 21 Smithside Street, Bangor, Plymouth, could help you with this.

I think tangle nets are specially designed and constructed for wreck fishing would save you better than conventional gill nets.

They are available from Collop Trawl Net Factory, Millgrove, Lyme Regis, Dorset, in several different sizes.

Protecting your sump

"I HAVE been offered an engine at a good price to replace my old one."

"But I am hesitant to buy it because it has 22 in. aluminium alloy sump which might corrode quickly."

"Is there any way in which I could treat the sump to prevent corrosion?"

■ You should first find

whether the sump is made of sea water resistant aluminium alloy or not. If it is, it would not be necessary to treat it at all.

If not, you can effectively prevent corrosion by covering it with laminations of glass reinforced plastic or coat it with a resin used for GRP moulding purposes.

If you use a suitable resin, it should protect the sump adequately without any glass mat or cloth reinforcement.

Technical Sales Manager of either Vetrotex (UK) Ltd., Beadle Trading Estate, Hithercroft Road, Wallingford, Oxon, or Marine Plastics, 43 Sprouton Road, Norwich, Norfolk, can recommend and supply a suitable resin.

Lugworms in captivity

"DO YOU know if lugworms can be kept alive for the purpose of baiting small lines when bed weather makes it impossible to go to see for days on end?"

■ According to a recent article in *Sea Angler*, John Walton, a rod and line fisherman from Middleton St. George, Darlington, Co. Durham, has discovered a way of doing so.

He uses six half-gallon plastic ice-cream containers, a 20-gallon plastic water butt, a powerful air pump, a length of air hose and an air stone.

Before use the containers are perforated all over by drill and bit or hot knitting needle.

He then places the water butt in a cool, sheltered spot and fills it with sea water.

Bris packs able to turn 26 gallons of fresh water into sea water can be bought from aquarium shops stocking marine fish for about £2.

They may also supply air pump, air hose and air stones.

On filling the water butt, he connects one end of a 10 ft. length of hose to his Rene 301 air pump, fits an air stone to the other end and drops it into the butt.

He then plugs the pump in, switches on and the surface of the water starts to bubble.

While it is being oxygenated, he puts 100-120 lugworms in each of the containers and lowers them into the water where they can remain alive for up to three months.

You must check the worms' condition every day and remove any which are damaged or appear to be going off. A single worm which goes off will quickly spoil the rest.

You must also ensure that no lugworms are mixed in with the lugs.

To keep the worms in good condition, the water, ideally, should be kept between 34 and 45 deg. F. Higher temperatures are only tolerated for short periods.

Feeding is unnecessary, as the worms gain all they need from sea water. They will in fact, clean a butt of dirty water in under an hour. A change of water every fortnight is desirable.

Water from the open sea is preferable to rook pool water. Not only lug and rag worms but also peeler crabs and sand eels can be kept alive in the water.

Conservation—pressure on

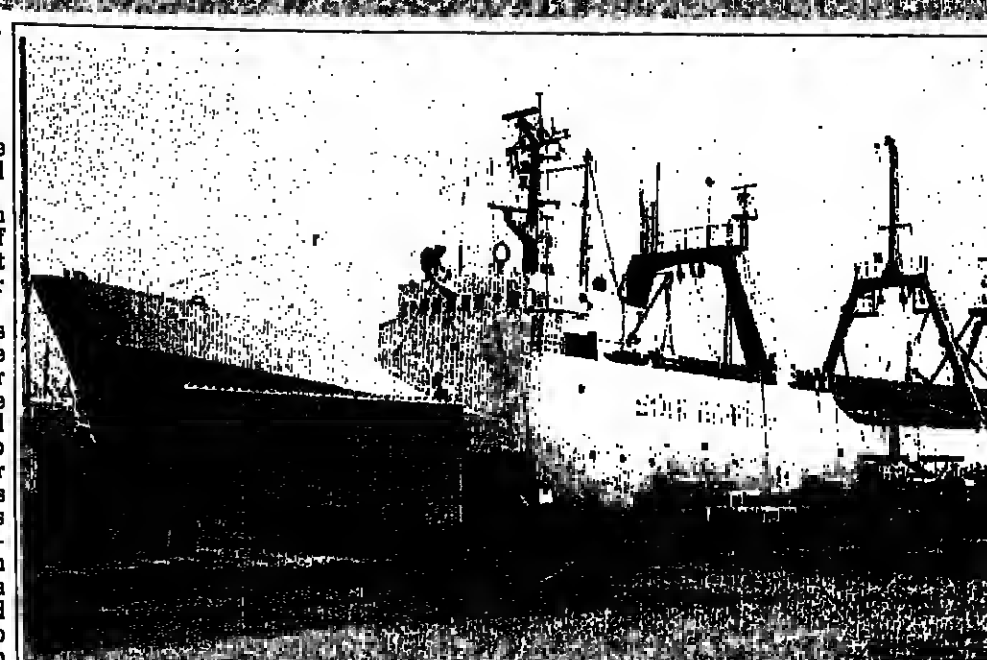
AN ATTEMPT was being made in the House of Commons this week to get the Government to show its hand on what conservation measures it plans to introduce.

Six opposition MPs headed by Fisheries Shadow Minister John Peyton are asking what the conservation measures the Government has promised comprise, together with their timing and the waters they will cover. Over 150 MPs of all parties have also put their name to the question.

Timely

This was described as "very timely" by a spokesman for the British Trawlers Federation. "We hope this will give Fisheries Minister John Silkin the opportunity to demonstrate to the rest of the EEC our determination to protect the future," he said.

The Federation added that it would be a good time to put the period between the



Above: The former Hull stern trawler *Criciella* has just undergone a £250,000 refit.

Rig work claims two more trawlers

THE LOSS of fishing vessels to the oil industry is gathering momentum. The two Lowestoft trawlers *Cleveland* and *Boston Whirlwind* are now going over to gas and oil rig work in the North Sea.

Cleveland was a recent purchase from Hartlepool by Putford Enterprises. *Boston Whirlwind* had only recently returned to Lowestoft after a period at Fleetwood.

The former Hull stern trawler *Criciella*, which also worked out of Fleetwood, has just had a £250,000 refit for oil survey work. This includes an on-board computer and three sonars.

Criciella, now contracted to Sonarmarine, first went over to oil work two years ago and her main base will be at Lerwick.

WHIBY VOTE UPSET

COBLE fishermen at Whiby have passed a vote of no confidence in the harbourmaster and the harbour administration.

A spokesman said the fishermen's main grievance concerned difficulties over facilities for landings and moorings.

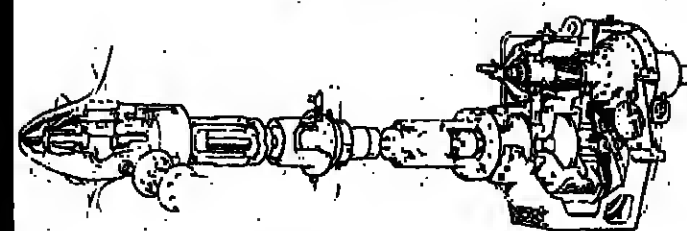
"We feel that too many licences have been granted and the harbour is overcrowded to overflowing. On top of that the landing gear on the market is still not operating and oysters from the cobbles are being carried ashore. Promises have been made but nothing has been done."

The cobblesmen meeting at the Saamen's Mission agreed to inform Scarborough Borough Council and the Harbour Committee of their disaffection. The North Eastern Sea Fisheries patrol boat based at Whiby had proved adequate.

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ANY QUESTIONS?

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THE 75 FT. Merlewood from the Campbelltown Shipyard has joined the small but effective fleet of seine-netters now based at Aberdeen.

Skipper John Reid owns the boat in association with the Don Fishing Co. and she is powered by a German Deutz diesel.

She is similar to her sister-ship, *Shielwood*, which was delivered from Campbelltown last year for Don and is now seine netting from Aberdeen under Skipper Robert Malcolm.

The Don Fishing Co. is a subsidiary of the John Wood Group and the two vessels have been built as part of the group's move into inshore fishing.

Two more 75 ft. steel vessels are now being built for Don at the Aberdeen yard of John Lewis and Sons, also a member of the Wood Group. These two boats, scheduled for completion later this year, will have similar equipment to *Shielwood* and *Merlewood*.

The most unusual feature of all four vessels is the choice of the compact Deutz propulsion engines. They were chosen following the success of three other Deutz-powered boats managed by the Wood Group — the 76 ft. sister-ships *Hesperus*, *Lorena* and *Vesper* — built by Lewis in 1975 for the Macduff fleet.

The trouble-free operation of these engines prompted the group to order similar units for the four new boats.

Although designed for both seining and trawling, *Merlewood* will concentrate on seine netting. She has been supplied with 40 coils of 27mm Airco synthetic seine net rope from the Airedale Rope Co. of Leeds and seine nets from Aberdeen net

maker, Duthie of Old Ford Road.

Merlewood has an overall length of 75 ft., length between perpendiculars of 67 ft. and registered length, 69.10 ft. The vessel has a moulded beam of 21 ft., moulded depth amidships of 10 ft. 6 in. and extreme draft aft, 9 ft. 6 in. Tonnage under Part IV registry is just short of 50.

The boat is of round bilge hull form with cruiser stern, raked soft nose stem and whaleback. Her layout is traditional Scottish with the deckhouse aft.

She has been built to White Fish Authority approval and complies with the D.O.T. Fishing Vessel (Safety Provisional) Rules 1975. All the external and internal steelwork is protected by Metallife corrosion control systems and paints.

The engine, supplied by Deutz's Scottish agent Dun-

can Rogers (Engineering) Ltd. of Inverness, is a model SHF 12 M 718 U veo-form diesel with 12 cylinders. It is a four stroke, turbo-charged and inter-cooled unit with a continuous service rating of 460 hp at 1,500 rpm.

It has electric starting and drives a Bruntons fixed pitch propeller through a Reintjes gearbox of 5:1 reduction

ratio. The engine is driven by all its power propeller.

Two shafts fitted, the Gardner unit of life.

Power for the hydraulic pump is driven through a Vickers double

reducer.

Power for the hydraulic pump is driven through a Vickers double

reducer.

Power for the hydraulic pump is driven through a Vickers double

reducer.

MERLEWOOD

—Don's second 'sister' seine

pump for the remainder of the deck machinery, is provided from one end of the Gardner engine through an Automotive Products clutch.

A Newage 20 kW 220 V alternator and a Transmotor 24 V generator are belt-driven from the other end of the engine. Henry Fleetwood and Sons of Lossiemouth supplied the engine and the equipment which it drives.

The smaller auxiliary set, supplied by Vanroy Ltd., is based on a Lister HRW water cooled engine providing 43 hp at 1,500 rpm. Another Newage 20 kW 220 V alternator is powered by direct drive from this engine.

A standby Vickers double

hydraulic pump is driven through a clutch off the free end of the alternator, and a Desmi SA 80 3 in. bilge and general service pump is also driven off the free end of the alternator by clutch and belts.

A Transmotor 24 V generator is belt-driven from the shaft between the engine and alternator. An electrically-driven Desmi SA 80 bilge and general service pump can be cross connected to that on the Lister auxiliary engine.

Other electrically-driven equipment in the engine room

Continued on page 13



Skipper John Reid (right) with some of Merlewood's crew.



Merlewood — the new 75-footer from the Campbelltown yard, John Wood Group, will run the vessel on German-made engines following their success with these boats, built for the port of Macduff.

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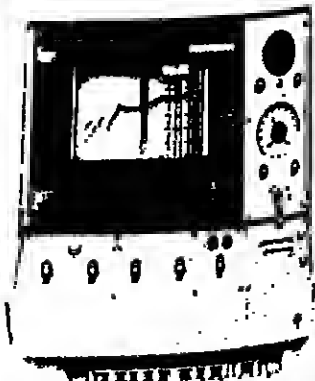
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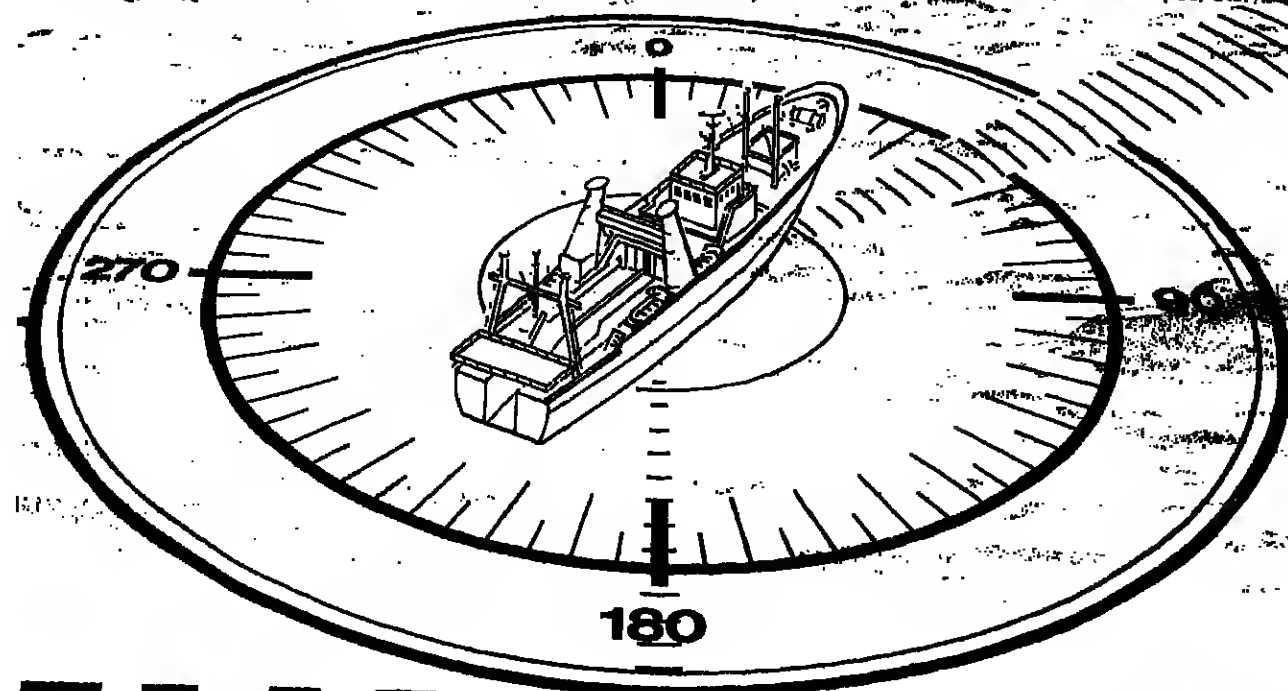


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Congratulations and best wishes to Skipper 'Jackie' Reid and his crew.

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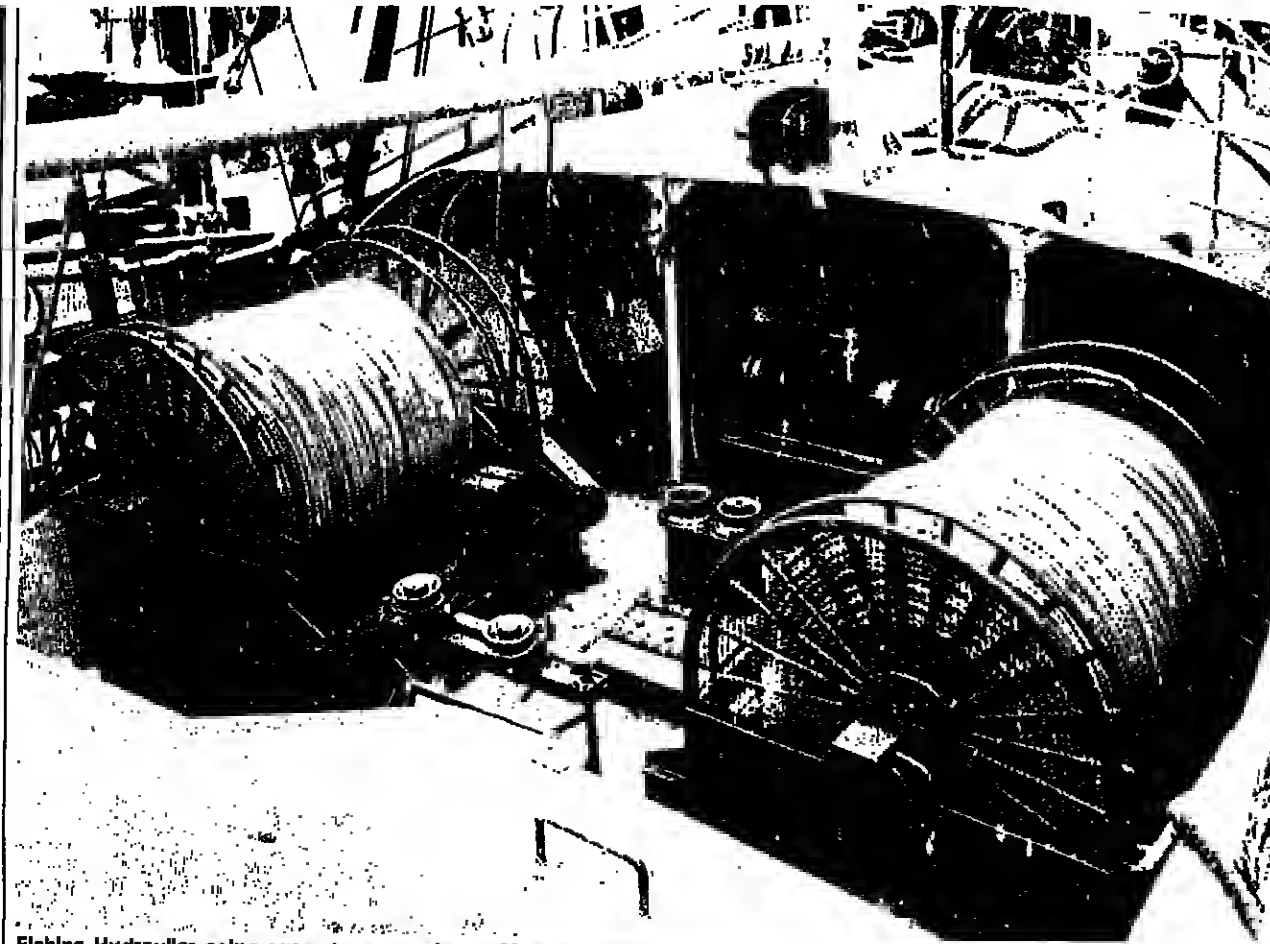
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Fishing Hydraulics seine rope storage reels on Merlewood.

'Prince Charles' scrapped

THE 180 ft. motor trawler *Prince Charles* left Grimsby last Friday for the last time when she crossed the Humber to Drapers' breakers yard near Hull.

Prince Charles, which owners Boston Deep Sea Fisheries transferred from Hull to Grimsby in 1976, is the first distant water motor trawler which has gone to scrap from Grimsby. Seventeen other distant water trawlers are currently laid-up with little prospect of resuming fishing.

It is expected that a number of these vessels are likely to follow the 20-year-

old *Prince Charles* as the cost of keeping trawlers laid-up is becoming more and more expensive due to increased dock charges at Grimsby.

Prince Charles completed only four trips from the south Humber side port before being withdrawn, largely as a result of the settlement which ended the last cod war with Iceland in May 1976.

The vessel did not fish at all last year and, despite efforts by the owners to find

buyers, it has been obvious for some time that she would probably end up with ship breakers.

She was one of Grimsby's largest distant water trawlers and this was probably her final — she was generally regarded as too big to work the middle water grounds.

Prince Charles retained her Hull registration (H77) after being transferred to Grimsby. She was launched in 1958 by builders at Beverley for the Boston subsidiary, the St. Andrews Fishing Co.



Prince Charles being stripped at Grimsby last week — she is the first Grimsby distant water motor trawler to go to the breakers.

'Semper' back at Lowestoft

TWO ADDITIONS have been made to the Lowestoft fleet in the past week. One is *Pioneer* (KY85) which has been brought from Yorkshire where she was owned by Michael Barker of Catfoss.

The 23-ton vessel was built at St. Monance in 1955, and it is thought locally that she may replace the *Lyan* registered *Sparkling Star* 351.

which is owned by Michael Rhodes of Blakeney and worked from Lowestoft.

The second arrival was the Wiesbaden registered *Neue Hoffnung* which until last year was *Semper Crescendo* (LT 225) she was sold on being replaced in the local fleet by the larger *Semper Crescendo* (LT 266). This vessel is now again on the local register, as *Semper* (LT 351).

WFARATE CHANGES

WHITE Fish Authority and Herring Industry Board interest rates are now as follows:

Fishing vessels under 20 ft. and new engines up to five years, 9 1/2 per cent; five to ten years, 10 1/2 per cent; ten to 15 years, 11 1/2 per cent; over 15 years, 12 1/2 per cent.

Processing plants up to five years, 11 1/2 per cent; five to ten years, 12 1/2 per cent; ten to 15 years, 13 1/2 per cent; 15 to 20 years, 14 1/2 per cent.

The rates on advances made before March 4, 1978, are unchanged.

Archibald WATSON & DUNDAS LTD

suppliers of the main electrical switchboard to the seine netter **MERLEWOOD** wish to congratulate Skipper John Reid in association with the Don Fishing Co. Ltd.

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Agents for:
GARDNER ENGINES & GILKES PUMPS

March 17, 1978

From page 11

Includes a Godwin fresh water pressure set and a Stuart Turner fuel transfer pump.

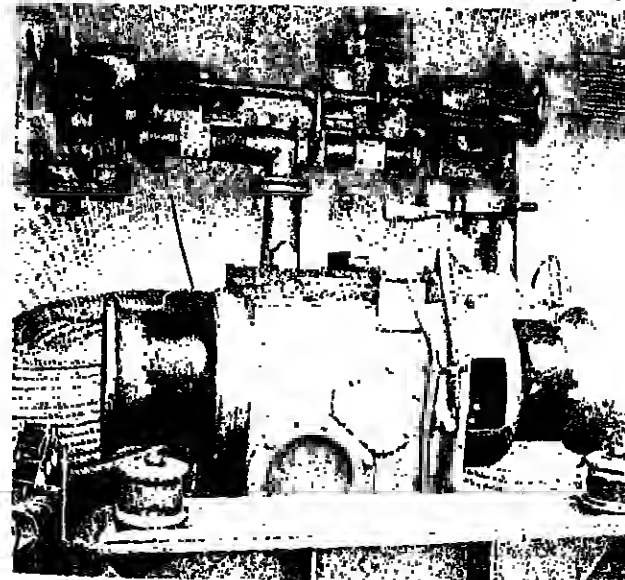
Watson and Dundas supplied the deadfront-type main switchboard which distributes the AC and DC electricity supplies.

Three sets of 24 V batteries supply DC current for engine starting, general essential services and emergency radios and lighting.

Tanks in *Merlewood's* engine room and forepeak hold a total of 12,500 litres of fuel oil, and there is a daily service tank of 1,300 litres capacity. Kelvin Hughes fuel tank contents gauges are fitted in the deckhouse.

A Northern Tool and Gear Mastre Mk. III combination seine and trawl winch is fitted on deck forward, below the shelter of the wheelhouse. The trawl drums, which are temporarily removed, have a capacity for 800 fathoms of 1 1/2 in. wire.

The Northern Tool and Gear 'Mastre' seine net winch. Forward of the winch is the Beccles rope coiler fitted for standby use.



The Merlewood is the latest in a long line of successful fishing boats powered by DEUTZ Diesels, famed for their reliability and low maintenance costs.

The Merlewood is powered by a type SBF 12 M 716 U 12-cylinder Vee-form engine, with a continuous service rating of 460 h.p. at 1,600 r.p.m.

MERLEWOOD

POWERED BY **DEUTZ**

The Merlewood is the latest in a long line of successful fishing boats powered by DEUTZ Diesels, famed for their reliability and low maintenance costs.

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MERLEWOOD

Fishing Hydraulics (Scotland) Ltd. supplied the seine rope reels, power block and crane, also the unloading winch.

The reels are fitted forward and can hold 17 coils of 3 1/2 in. rope. Controls for the reels are fitted in the wheelhouse, but the hydraulic brakes are also located forward below the wheelhouse. The Rapp 24RA power block is hung on a Hieb 550 Speedloader crane and is positioned aft of the deckhouse. An FH 124A unloading winch is fitted at the foot of the foremost.

Hydraulic power for the reels, power block and crane, and also the unloading winch, is provided by the Vickers double pump unit on the Gardner engine, and the Mastra winch is driven by the Dowty pump.

The Vickers double pump is carried for standby use and a manual anchor winchless is fitted on the wheelhouse.

Simpson of Thurso supplied the GRP fish washing troughs which are fitted below the gutting shelter.

Masts, landing derrick and gutting shelter are made of aluminium, and a wooden rubbing strake is fitted along either side of the gutting shelter.

The fishroom, with a capacity of 3,600 cu. ft., is insulated on deckhead, sides and bulkheads with foam faced with aluminium sheet. It is fitted out with aluminium posts and boards and is served by a single hatch. Chalmitt rubber-cased floodlights are housed on *Merlewood's* superstructure.

Fish finding aids in the wheelhouse comprise Elec LAZ 72 Echo Graph with LAZ 62 Fishpulse, and Furuno FUG 11 Universal Graph echo sounder.

Navigation and communication equipment includes Furuno Radar, "Sailor" 7122 R105 radio telephone, "Sailor" RT144B vhf radio telephone, Woodmans Intercom system, Mermaid Watchkeeping Receiver, two Mk. 21 Decca Navigators, and Decca 350T Track Plotter and 450 Automatic Pilot.

Tenford 115 steering gear is coupled to the autopilot, and other fittings in the wheelhouse include Morse engine and winch controls, Bostrom Viking helmman's chair, and Wynstrumts blade-type window wiper.

Morep rubber matting is fitted in *Merlewood's* wheelhouse and deckhouse, and a Kampse electric cooker and Electrolux fridge

are fitted in the galley. Facilities in the deckhouse also include W.C., shower and wash basin compartment.

Bunks for eight are arranged in the cabin below deck, aft, and electric heaters are fitted in accommodation and wheelhouse.

Fire extinguishers are by L. and G. Fire Appliance Co. and a Tecaid Electronics fire detection and alarm system is fitted.

Tecaid also supplied equipment to detect water rising in the bilges; the alarm panels for both these systems are fitted in the wheelhouse.

Masts, landing derrick and gutting shelter are made of aluminium, and a wooden rubbing strake is fitted along either side of the gutting shelter.

The fishroom, with a capacity of 3,600 cu. ft., is insulated on deckhead, sides and bulkheads with foam faced with aluminium sheet. It is fitted out with aluminium posts and boards and is served by a single hatch. Chalmitt rubber-cased floodlights are housed on *Merlewood's* superstructure.

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Scofisco — plant under the hammer

THE CONTENTS of the Glasgow Scofisco Ltd. fish processing plant — right down to the boardroom table — are to be auctioned next month.

Scofisco, backed by the Scottish Development Agency, went into receivership late last month after piling up massive losses.

Equipment in the auction includes: freezers and cold store plant; processing machinery such as filleters, scampi preparation unit and smoking unit; boilers and lorry trailers, etc.

A full catalogue is available from the auctioneers: J. A. Cathcart, 7 West George Street, Glasgow G2 1BA. Auction date is April 15 at 11 a.m.

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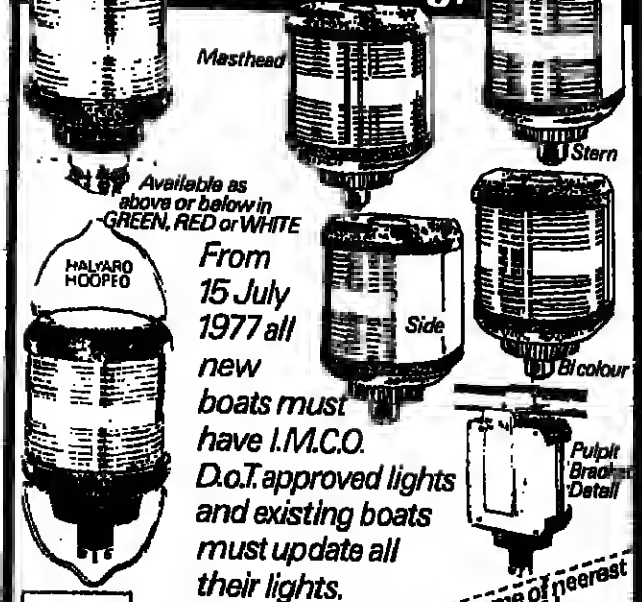
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LANDINGS TOP 30,000 KTS Coley glut keeps going at Grimsby

WET FISH landings soared to over 30,000 kts for the first time since last summer at Grimsby last week.

Continued heavy landings from the Westerly and North Sea trips were largely responsible, as in previous weeks, and the port's salters had another busy session buying up surplus supplies of coley which would otherwise have gone for meal.

Although top quality fish still commanded the best prices generally, the markets tended to be on the slack side and in most cases only the sheer volume of fish landed kept grossings looking healthy.

Of four distant water trips to the Norway Coast the best effort was a 1,734-kilobyte by the Boston Group's stern dragger *Boston Halifax* (St. Ray Herrie) after a 26-day trip which grossed £37,886. *Boston Halifax* lost 248 kts of

coley from this tally which went for meal.

Next best was another 26-day trip by the same company's *Prince Philip* which picked up £32,019 from 1,174 kts.

Top middle water trip came from BUT's *Ross Lynx* (St. David Scott) with a huge landing of 1,829 kts which grossed £32,111 after only 13 days on the Westerlies.

This total included almost 1,000 kts of coley and, of this, the salters stepped in to buy 535 kts at the special selling price of £14 per kt.

Best trip by any of the 11. L. Taylor fleet was a 17-day Westerly from *Erino* (St. Jimmy Tiladwell) which made £10,451 from 1,080 kts. She lost nearly the entire catch of coley (644 kts) to the salters.

In the North Sea Lindsey Trawlers made identical grossings of £12,111 from two nice plinice trips by *Lemberg* (441 kts) and *Loveden* (434 kts), but pride of place went to Consolidated Fisheries fleet of former Hull seiners which almost had a clean sweep with some terrific

results after working to Helligsholm grounds.

Crustionsborg (St. J. Dam) did best on this from 549 kts after 21 days lift the port record set by *Kronburg* (£10,232 from 549 kts), *Viborg* (£8,046 from 274 kts) and *Guldrup* (£7,125 from 245 kts).

In a golden week in a port's anchor-berths were 16 vessels but only 10 were in the zone from an inshore trip was Sleight-argued (John trawler *Victory* (St. G. Kender). (See page 10).

Health ticket fee decided

ROSS and Cromarty Environmental Health Committee has decided to make a standard charge for issuing fish export certificates under EEC regulations for firms sending consignments overseas from Ross-shire ports.

Allen Lowrie, director of environmental health, said 63 certificates were issued by his department in 1977. The value of consignments ranged from £30,000 down to £3,000. He suggested a round figure of £20 per certificate to cover expenses.

Isobel Rhind, Invergordon, said that if it cost the council £20 to do this it should recoup the cost and so she moved accordingly.

There was opposition. Mr G. D. Finlayson, Muir of Ord, stated that the fishing industry is in the doldrums and anything they could do to encourage it would be appreciated.

Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 17, 1928
RECORD landing day at Fleetwood. Twenty-nine steamers arrive with 6,500 boxes of fish - 2,800 being hake.

VOTE at Portsoy on the sale and extension of harbour: 246 for and 280 against.

FRASERBURGH lifeboat crew awarded £100 with expenses for salvaging the Aberdeen steam trawler *Ben Doran*. Sheriff awarded the money because their "meritorious service" saved the valuable catch.

FISH MEAL plant installed on 500-ton Norwegian cargo boat *Premier*. The 123-footer will take on catches at the grounds.

HELLYER BROS. of Hull buys 400 ft. long line boat *Vaseri*. The refrigerated ship is expected to go line fishing off Greenland.

MILFORD HAVEN trawling pioneer James Thomas dies. He came to the port 40 years ago when the industry was in its infancy.

TOP PORT SLIPS

SINCE THE beginning of this year there has been marked reduction in the volume of landings at Aberdeen.

Robert Allan, Scottish firer for the British Fish Federation, said at the first part of the drop could be attributed to bad weather, disrupting fishing and the situation on the fish grounds.

The total haddock catch at Faroe last year amounted to about 50,000 tonnes, of which nearly 10,000 were taken in the first months of the year.

But this year there has been virtually no fishing at Faroe by Aberdeen trawlers. Mr. Allan said: "At present it would be fair to say the situation is beginning to improve at Aberdeen, although the water landings have not picked up."

He added that there was some difficulty involved in purchasing some skipper fish the traditional ground because of the new regulations, although they had been a restriction on the number of boats on the ground.

The Aberdeen fishermen at Faroe was a single figure.

Fish to oil

THE FORMER Humber-based factory trawler *Ross Intrepid* (ex *Ross Kennedy* and *Cape Kennedy*) is now being converted for oil survey work. The 200-footer was sold to Norway, but her new owners have had to bid her out of fishing. She was built in 1965.



50 years ago

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March 17, 1978

AT THE Cornish Fish Producers' Organisation's recent annual general meeting the chairman appealed to Cornish boat owners to live up to their motto: "All for one and one for all".

He said that now fishermen's representation is concentrated in the POs, it is essential for boat owners to join a PO. It is very wrong that non-members should expect members to work and pay for a PO while they take the benefit with no obligation.

A great deal of work for Cornish fishermen is now being done by PO board members with Brussels, MAFF, other POs and a range of official bodies.

POs are now the surest way for fishermen to have control over their own working lives and be truly represented at deck level by people who know fishing — and most are still working boats.

To finance the Cornish PO's ever-increasing operations, it was agreed that the rule requiring a levy on the gross earnings of members must now be applied. For the first year of operations, while only a small proportion of Cornish fishermen were members, the PO board had carried the cost. But with a continuously increasing membership the levy would now have to be taken.

It was agreed that the 1 per cent maximum in the rule could be avoided for the moment and that 4 per cent would be enough for the expected expenses of the coming year. This would be

PO notes from the south-west

collected through agents in the same way as other POs collect levies.

A group system of the legally required employers' liability insurance was discussed, together with a separate scheme for accident insurance. PO members would benefit from a reduced premium if enough joined a scheme.

The new board of directors was re-elected from the previous officers, with the exception of the vice-chairman who did not stand. He was thanked for his very considerable services to the PO and the new officers are chairman — George Lewry; vice-chairman — Mike Townsend; secretary — Dephne Lewry; treasurer — Andrew Besley; and membership secretary — Ben Collins.

The CFPO had told local MP John Pardo, that the letter from the Minister of State, Mr. Bishop, dated February 7 which insisted that south-west mackerel stocks are not being overfished, is dangerously complacent.

The MAFF refusal to admit the evidence of men who have fished the stock for years is exactly the ostrich attitude that culminated in the present state of the herring stock.

While it is obviously necessary for the displaced herring and distant water fleets to fish mackerel now, it is no service to UK fishing to damage what was a healthy section of inshore fishing — end

FISHING NEWS

ruin the mackerel stock in the process. The CFPO is still pressing for real conservation measures and the MAFF should accept the social consequences of its rules and lack of rules. The safety of lives and livelihood of local fishermen must be assured.

Because of pressure for a six-mile limit inside which 80 ft. boats are prohibited from catching mackerel, the MAFF now claims that "most of the mackerel caught off the south-west is taken within 8 miles". This is a very new idea and does fit most conveniently.

Of course any skipper who sells further than he needs to for fish is a fool, but local boats barressed off of nearer grounds are having to go further. They are catching, but their catches are smaller because they are mostly hand liners which do not need the huge hauls of the bulk catchers to make a good living.

The classic signs of a diminishing south-west mackerel stock are there: fewer and fewer mature fish in catches, also smaller and smaller catches for the same effort as three or four years ago.

No excuses of "environment and biological factors", such as Mr. Bishop quotes, can explain the major changes in fishing patterns taking place; the only major change to account for these is the continuous, huge and increasing effort of the bulk catchers on the stock.

This must be faced by the MAFF. It will be little consolation if, in a few years, the Cornish PO can say loudly: "We told them so".

Cornwall's latest liner

TWO NEW GRP 37-footers have just gone into service. *Janette Elaine* is for a St. Ives, Cornwall, owner, while *C. M. Vinal* has gone to Jersey.

Janette Elaine is a long-liner equipped with a 2-tonne Spencer-Carter line hauler and she has her big forward fishroom pointed out. She will work up to around 50 miles from port.

Cygnus Marine GM37 craft length of 37 ft 3 in., beam 14 ft and draft, 5 ft. Displacement is 19-tonnes.

Her main engine is a Gardner 6LXB of 127 bhp at 5,100 rpm driving 24 in. stern gear. The WFA-approved boat has two 250 gallon fuel tanks, 400 mizen and 100 fore and aft. She has a Willa Ridley hand-hydraulic steering.

Wheelhouse equipment includes Kodak Graphette ocho sounder, 'Sailor' RT144B VHF and Decca 080 radar. Her repeat price is £40,000.

Another GM37 has been completed by Weston Workboats for a Chennel Islands owner.

Designed primarily for potting, savings have been made on the hull and at £27,000 the economies do not compromise the running or working of *C. M. Vinal*.

The owner, Reg Smith, was very pleased with the finished boat.

She has an aft wheelhouse with the engineroom below and extending forward. Forward there is a large fish hold with a steel hatch. An A-frame mast is fitted forward and the Seewinch 14-ton hauler is on the starboard side.

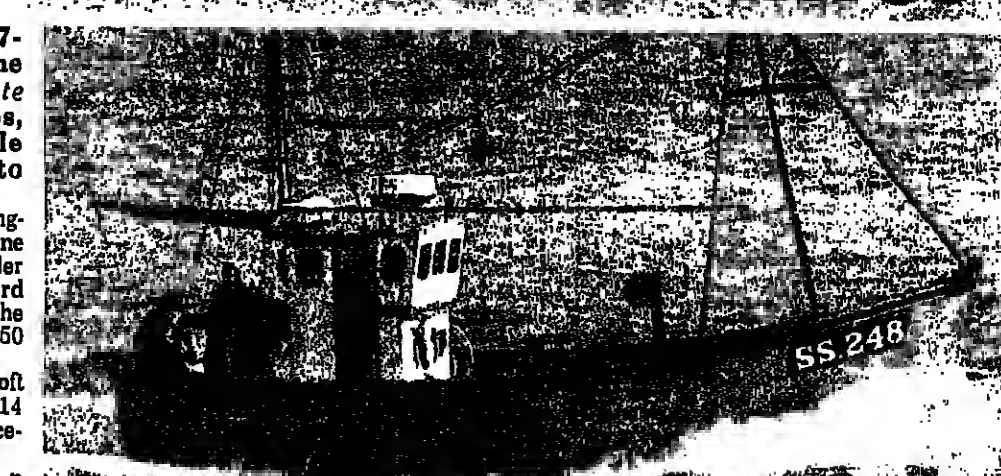
The deck is 4 in. marine plywood sheathed in GRP and coated with a non-slip surface. The bulwarks are timber capped and protected with galvanised steel strips. Timber protects the outside of the hull in the working areas.

The engine is a Ford Sabre 120 hp diesel which drives through a PRM gearbox with a 3:1 reduction. The 2 in. stainless steel propeller shaft connects to the 31 in. diameter propeller. Automatic fire extinguishers are fitted in the engine room.

In addition to the Seawinch hydraulic pump, a Jabsco 14 in. pump is driven from the front of the engine. This provides deckwash as well as bilge pumping. Two electric bilge pumps, one in the engine compartment and one forward, have a rating of 1,400 gallons an hour.

The boat's wheelhouse houses a Simrad EL38A fish finder, Seavoice VHF radio telephone and Decca Navigator. A Furuno radar will be fitted in the Channel Islands.

A 7 in. searchlight is controlled from inside the wheelhouse and, also on top



Janette Elaine — the GM37 completed by Cygnus Marine for a St Ives skipper.

of the wheelhouse, is a six-man liferaft. Access to the engine compartment can be either through hatches in the wheelhouse deck or on the foredeck.

Automatic greasers for the stern tube and rudder glands are fitted in the wheelhouse. The steering is Willa Ridley hand-hydraulic with an emergency steering facility.

A speed of over nine knots was reached on trials and the owner said he was very pleased with the boat's performance on her first delivery trip to the Channel Islands.

Saint Petrox, a Cygnus GM26, has been launched in Weymouth, Dorset, for owner Paul Goddard.

A single-handed potter for Dartmouth, she has an aft wheelhouse, dual-station controls and a Celtic Slave 500 kg. pot hauler working with a gantry.

Saint Petrox — a GM26 fitted out by the Rose-Mackenzie yard for operation from Dartmouth, Devon.

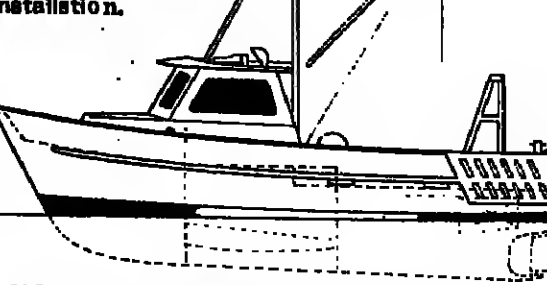


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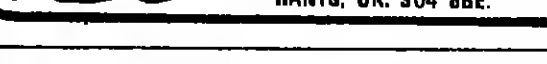


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